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Aerated Waters, as such Bottles are never
used again by us.

A. S. WATSON & CO., LIMITED.
THE HONGKONG DISPENSARY.

Hongkong, 15th April, 1897. [22]

NOTICE TO CORRESPONDENTS

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HONGKONG, JULY 20th, 1897.

The Hongkong General Chamber of Commerce is virtually invited by Mr. BYRON BRENNAN, the British Consul at Canton, to enter upon an agitation with reference to the levy of lekin at the open ports. The invitation is contained in a reply by the Consul to a representation made to him by the Chamber on the subject of the kerosine and match farm at Wuchow. Mr. Brennan says: "As a question of tactics I would venture to doubt the expediency of attacking the procedure in Kwangtung when the same thing on a much larger scale is going on in Kwangtung. A similar tax is farmed by a syndicate in this province, and within the treaty port of Canton itself, where according to the tariff kerosine should reach the consumer after paying a duty of about nine cents per case, a further tax of 30 cents is imposed, and has been imposed for years, without any complaint having been made from any quarter." This is the passage we contrive as an invitation to the Chamber to attack this question of lekin, and it must be gratifying to the mercantile community to find that the Consul is prepared to point out what he conceives to be abuse requiring a remedy instead of waiting to have them pointed out to him. The Chamber apparently thinks it necessary to excuse or palliate its past neglect in the matter mentioned, for the Chairman, replying to Mr. BRENNAN, points out that "when the Kwangtung farm was inaugurated there were many equally, and some even more, pressing questions (such as for instance the transit pass question) which at that time it was apparently impossible for Foreign Governments to enforce, and it is therefore less surprising that this particular breach of Treaty rights was not then brought prominently into notice."

The natural corollary to these remarks by the Chairman of the Chamber of Commerce is that the other difficulties referred to having been to some extent disposed of this particular one may now be discussed. It is to be feared, however, that attacks upon isolated lekin charges are likely to lead to but a barren result, if indeed they may not do actual harm by exciting detente. The system, it seems to us, should be dealt with comprehensively. Foreign merchant have

already expressed their willingness to assent to a very considerable increase in the import duties provided the goods are freed from payment of all further charges. That is the object to be aimed at, and an opportunity should be lost of pressing upon the Chinese Authorities the desirability of a sweeping fiscal reform. But unless some quid pro quo can be given it seems likely to agitate for the abolition of this or that lekin-duty, the legality of lekin having unfortunately been admitted by the British Government. When it was proposed by Japan in the peace negotiations at Shimonoseki that goods that had paid import and transit-duty should be exempt from lekin and all other charges Lt. HUNG-CHANG used as his strongest argument against the proposal the references to the subject in the British parliamentary blue books. "There is no Government," said Lt. "which more jealously guards its commercial privileges than Great Britain, and her subjects engaged in the Chinese trade have often moved her Ministers to secure relief from the lekin tax, but without success." Lord ELTON, the Board of Trade, the Foreign Office, and Sir THOMAS WADE were all quoted in support of lekin, and the upshot was that the Japanese demands upon this point were withdrawn. It is not likely that the British Government will now be found ready to execute a *fatwa* on the subject and reverse all the declarations upon which Lt. HUNG-CHANG relied. But it is contended, we believe, that these declarations only refer to goods proceeding inland and do not cover the long of lekin at the open ports, where the goods should be free after the payment of import duty. That might have been the case originally, but long usage has also sanctified the lekin at the ports when the goods have passed out of the foreign merchants' hands, as in the case of kerosine at Canton mentioned by Mr. BRENNAN. The lekin has gone on for years, as Mr. BRENNAN says, "without any complaint having been made from any quarter." The objection which has been successfully urged in the case of the Kwangtung kerosine and match farm was, as we said, that the levy of lekin was in itself illegal, but that it was farmed out to a trading concern under such terms as to create a commercial monopoly. It is most desirable, in the interests both of the Chinese revenue and foreign trade that lekin should be swept away entirely, but as long as the system remains as a recognized institution it appears hopeless to object to the levy on kerosine at Canton mentioned by Mr. BRENNAN.

REUTER'S TELEGRAMS.
SUPPLIED TO THE "DAILY PRESS".
LONDON, 26th July.

THE UNITED STATES AND JAPAN.

The New York *Advertiser* states that the reply of Japan to Senator Sherman's note, replying to the original Japanese protest against the annexation of the Hawaiian Islands by the United States, indicates that Japan will not proceed to a diplomatic war, and may possibly go further to prevent the annexation. The reply further states that it is impossible

for Japan to acquiesce in the probable con-

sequences of the extinction of the Hawaiian sovereignty.

It is believed in New York that this only means a rupture of relations and not war.

GERMANY.

The Prussian Lower House has, by a majority of four, a second time rejected a stringent Bill for amending the law of association for empowering the police to dis-

associate.

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We would like to inform our readers of this opening position of the British Consul General at Shanghai.

The Chinese understand that at the last meeting of the Consular Body at Shanghai the letter addressed by the manager of the Bank of China to the Chamber of Commerce came up for discussion, and the Consul General requested that the document should be forwarded to the Chinese Ambassador in Peking. Some of the Consuls opposed the Consular Body interfering in this matter or acting as the agents of that unfortunate institution to enforce its requirements, and the Chinese shareholders paid to pay their bills, on the ground that there was no diplomatic principle involved in the question, which was merely a case of private contract. In the result the letter went on to the Ministers without any remonstrance or comment.

At the Magistrate yesterday the owners of three houses were summoned at the instance of Dr. Clark, Medical Officer of Health, for the inspection of their premises. The first defendant was Mr. Gilman, who represented that he had been engaged in the business of a house at 46, Stanley Street. Mr. Sibley, who represented the firm, said they were agents for the owner, who was in England. The property was leased to Chu Wa, to whom they had let four rows of houses. When the notice was sent in about the lime-washing [Mr. Sibley] sent it to the lessor, and he did not know the name of the lessor, much less the address of the house. The Magistrate then asked that the lessor should be brought before him, but Dr. Clark, Medical Officer, said that he had no power to do so, and that he had no right to do so, as he was not in charge of the police.

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nessness is now, however, before been attempted in any vessel. This high speed precludes the use of a propeller of ordinary proportions, and, in order to reduce the water resistance, are placed on each shaft, or nine in all. The propeller question in connexion with this boat is one of remarkable interest, and Mr. Parsons' experiments have already led to a good deal of light being thrown on a very obscure detail of marine engineering, more especially in regard to cavitation. It would, however, not be safe to say that the ship is now built.

It will be sufficient to say that the propeller difficulty has been so effectively overcome, or perhaps one should say masked, as to allow the remarkable speed to be mentioned, to be obtained.

This, of course, is chiefly due to the high efficiency and lightness of the machinery—that is to say, that a Parsons turbine will get more power out of the steam generated than is given to it as compared to an ordinary engine, although it may be considerably lighter than the latter. The total weight of the Turbine's engine is 3 tons 13 cwt., and they develop 2,100 indicated horse-power as determined by Professor J. A. Ewing. P. R. S. Ordinary Navy engines of the torpedo-boat class will weigh probably 10 to 12 tons, and twice the weight of the Parsons engine will get more power out of the same weight of steam, and does not call for special notice; there are two cylindrical condensers of ordinary design. The hull is modelled on lines usual with torpedo craft. During last week the boat made many runs in the Solent at full power, and a number of naval officers and Admiralty officials took the opportunity of getting some practice in handling it. One of the trials made a run from Cowes to Portsmouth at a speed which was estimated at between 31 and 32 knots. As might be anticipated from the nature of the engine, there was almost an entire absence of vibration. Owing to difficulty in reversing the steamer Turbine will get astern at a speed of about three knots only. To overcome this a special reverse turbine is to be added.

SCIENTIFIC MISCELLANY.

Anthropologists have ascertained that the Andaman Islanders, the smallest race of people in the world, average less than four feet in height, while few of them weigh more than 75 pounds.

A new speaking tube for steamers has been invented by a waterproof celluloid covering, which makes it easy to hear speech in the engine room from a distance of 300 feet.

Extraordinary expectations seem to have been built upon a new variety of asphalt locally known as "Munjal," which was recently found in large quantities in the Andamans. It is said to be the softest of all asphalt, and to melt at the surface of the ground, in some cases from one to two feet thick. It is supposed to have been formed by the drying up and consolidation of petroleum, which occurs in it, and while its composition is very similar to that of Trinidad pitch, the Utile asphalt—grits and the Canadian asphalt—this claim is to be supported by the following. It melts readily at 100° F., and is said to be the softest asphalt ever found in large quantities in the Andamans. The material has been successfully used for electric insulation for fire vanishes, for paving concrete, for fuel with peat or other organic matter, and for enriching coal gas. The prediction is made that it will even supplant rubber in all waterproof work.

The investigations of M. Magon have now made it possible to determine with great precision the cause of death of a person by noting the bacteria present in the body. He has conclusively proved that the successive forms always arrive in the same order from the time of death to that of complete disintegration of the body—a fact that has been shown by several interesting examples to be of great practical value.

The director of the gas-works at Ajaccio, France, has perfected a simple system of automatically lighting and extinguishing gas-jets from any distance. The burner is closed by a steel plate, which is magnetized and drawn aside while an electric current is passing through it, the escaping gas being ignited either by a spark from the plate or the incandescence of a suitable material. The plate falls back over the burner on being magnetized.

From records extending back to 1880, M. Camille Flammarion finds that the rainfall of Paris has gradually increased about 3 inches, being now a little more than 22 inches a year. The amount of difference seems to indicate that the increase is real and not due to greater accuracy of observation.

Evidence of the complexity of cathode rays is found by M. H. Diederik in the fact that when a ray is turned aside by a neighboring body it is divided into several unusually deviated rays.

Nansen's discovery of deep Arctic basin is suggested to Dr. Laptev that the region may be the head of a basin of a top, the South Pole as it is spinning around. This theory results from considering that the area we may now assign to the Arctic Ocean is almost the same as that given by Murray to the Antarctic Continent (about 1,750,000 square miles), while the depth observed by Nansen correspond in order of magnitude to the heights observed by Ross. Such a suggestion is in itself well and to receive the slight differences of astronomical observations—the ratio of the polar and equatorial diameters. The latter loses their value of the polar flattening (1:294) upon measurements made almost entirely in the northern hemisphere, and the value obtained by M. Tisserand from the precision of the equinaces (1:297) may prove sensibly correct if the effect of a south polar precession upon the form of the sea surface is considered.

A supply of spring water at Kiel, Germany, is so strongly charged with iron as to be unsuitable for use. To improve it, the authorities first cause it to traverse a system of metallic channels and tanks, and then pass through a bed of coke 10 feet thick, and to receive a dose of lime, each about 65 feet long and 49 feet wide. This treatment has proved successful in removing all iron, leaving the water uninobjectionable in taste, and smell. The dose of coke is divided into eight compartments, which are washed free from iron once a week by isolating a compartment at a time, and the sand filters are cleaned by replacing a thin upper layer with clean sand.

Darwin's view that the human heart is a hereditary remnant of animal growth is directly opposed by A. Brandt. This writer believes that it has been acquired in man's development, and that the occasional heart of women is prophetic of a coming time when all women will be bearded.

"Grown-up" is a myth, says Dr. Irving S. Hayes. The idea that Potts' disease of the spine, and the ignorant or lazy writer does not find it until the limp or the hump on the back appear.

The scheme of covering the Sahara with forest is proffered by M. P. Prat-Daenbach in his introduction, the arid plains being modelled on the desert. On the other hand, the valley—most of which is covered with a small amount of water—may be successfully planted with fanarias, acacia, eucalyptus, and poplar, the last-named tree having unexpectedly proven the most useful. In the forest shelter, vegetable and fruit trees may be grown.

Phloris, remarkable both as the most active of the chemical elements and as the only one forming no compound with oxygen, was with great difficulty isolated by Dr. P. J. W. in 1857. Its liquefaction, just announced by Prof. Dr. A. Brandt, adds a new and extraordinary detail to the chemistry of cold. The gas liquefied at a temperature of 185 deg. below zero Cent., and the product is a yellow mobile liquid which has lost the intense chemical energy and become entirely inert.

SHIPPING REPORTS.

The British steamer *Orfeo*, from Japan and Shanghai 25th July, had moderate weather throughout.

The British steamer *Bohemia* from Hollow 27th July, had light S.E. breeze and cloudy weather, smooth sea.

The British steamer *Monmouthshire*, from Portland (Oregon) 17th June, spoke on the 27th July, Queen Elizabeth of Glasgow, lat. 22° 37' N., long. 115° E., bound to East.

The British steamer *Locarno*, from Hongkong 22nd July, had moderate S.W. winds, equally with rain at intervals to Cape Verdins, from thence to port light variable winds and fine cloudy weather.

VEGEMIL PASSED ANDERSON, G. G. & CO., Ltd., 10, Queen's Road, Central, Hongkong.

July 16, 1897.

From Kowloon, Sharp, July 7, from Batavia for Rotterdam.

7. Dutch s.s. *Fritsch*, June 2, from London for Batavia.

9. Norwegian s.s. *Nilson*, May 29, from Batavia for Cadiz.

9. Norwegian s.s. *Nordens Scott*, April 2, from Cardiff for Norway.

12. British ship *Baron Hohenlohe*, Bowley, April 8, from Rotterdam for Batavia.

9. German ship *Richard Rickmers*, Krueger, April 2, from Cardiff for Singapore.

12. Kaiser, German ship *Fant*, May 29, from Newcastle (N.S.W.) for Singapore.

12. British ship *Sirius*, Esquira, Proctor, June 2, from London for Valencia.

12. British ship *Mayo*, Mink, June 5, from Rotterdam for Batavia.

13. British ship *Cambedocia*, Newman, from Singapore for London.

14. Fox bark *Foching Shuey*, Willett, May 25, from Manila for New York.

W. BREWER & CO.

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NOTICE.

FOR SALE.

WOOD'S CELEBRATED VICTORIAN CELESTE "COW."

in 1 lb., 2 lb., 5 lb., and 10 lb. Tins.

IN QUANTITIES OF NOT LESS THAN ONE CASE.

Small Quantities may be obtained at the TYING, KWANTUNG, NAMHING LOOONG and all the principal Ship's Comptrollers, Market, and Provision Shops.

GEORGE F. LAMMERT, Sole Agent for Hongkong, the COAST of CHINA and the PHILIPPINES.

Hongkong, 1st June, 1897. [1598]

SUN-SING LOONG (新興公司) FOR SALE.

INTEREST allowed on Current Accounts at the rate of 2% per annum on the daily balance.

ON FIXED DEPOSITS—

For 12 months—4%

8—3%

3—2%

J. THIENBUEN, Manager, Hongkong.

Hongkong, 15th February, 1897. [15]

H. F. CARMICHAEL, CONSULTING ENGINEER AND SURVEYOR.

16, PRATA CENTRAL.

DESIGNS and SPECIFICATIONS for all CLASSES of ENGINEERING WORK, DRAWINGS prepared, REPAIRS supervised, and SURVEYS undertaken.

TELEGRAMS: "CARMICHAEL" Hongkong.

Hongkong, 1st June, 1897. [1598]

S. I. N. T. I. N. SURGEON DENTIST, D. A. GULLIVER, 10, QUEEN'S ROAD, HONGKONG.

TERMS VERY MODERATE, Conclusive Fees.

Hongkong, 23rd September, 1897. [748]

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GEORGE F. LAMMERT, Sole Agent for Hongkong, the COAST of CHINA and the PHILIPPINES.

Hongkong, 1st June, 1897. [1598]

DE. KNORE'S ANTIPYRINE.

Patented "LION BRAND."

In Powder and Crystals, also in Drops of grain, easily soluble in Water, Wine, etc.

FEVER, RHUMATIC & NEURALGIC AFFECTIONS.

NERVOUS AFFECTIONS.

ARGONIN.

REGISTERED TRADE MARK.

SOLUBLE CASEIN-SILVER PREPARATION.

Used in Gonorrhoea in 1 to 2 per cent. solution, possesses similar bactericidal action to silver nitrate, but is distinguished by complete absence of irritating properties.

It is required that the directions on the label for making the solution shall be implicitly followed.

CHINA EXPORT, IMPORT & BANK CO.

BEWARE OF SPURIOUS IMITATIONS! [1539]

BICYCLES

FOR GENTLEMEN, LADIES, and CHILDREN,

FROM PRINETTI, STUCCHI & CO., CYCLE WORKS, MILAN.

6 GOLD MEDALS.

PATENT DOUBLE PNEUMATIC TYRES.

GUARANTEED FOR ONE YEAR.

WELDLESS STEEL WOOD TURNING.

PRICE from \$150 to \$150.

SOLO AGENTS—U. NERVEGNA & CO.

No. 31, WYNDHAM STREET, HONGKONG.

31-1

BANKS.

THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

INCORPORATED BY ROYAL WARRANT, 1843.

HEAD OFFICE, LONDON.

CAPITAL PAID-UP.

RESERVE FUND.

1875/10.

1875/10.

1875/10.

1875/10.

1875/10.

1875/10.

1875/10.

1875/10.

1875/10.

NOTICE TO CONSIGNEES

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"PESHAWAR."

FROM BOMBAY AND STRAITS.
Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where such consignments will be received on board by mark and value to be obtained as soon as the goods are landed.

Goods not cleared by the 20th inst. at 4 p.m. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns and certified of the damage and marked from the Consignee's name with ten days after the vessel's arrival here, after which no claims will be recognized.

H. A. RITCHIE,
Superintendent.

Hongkong, 23rd July, 1897. [1700]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM SWANSEA, LIVERPOOL,
AND SINGAPORE.

THE Company's Steamship

"NINGCHOW."

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where such consignments will be received on board by mark and value to be obtained as soon as the goods are landed.

No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the office of the undersigned before the 30th inst., or they will not be recognized.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on FRIDAY, the 30th inst., at 3 p.m. No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 30th inst. will be subject to rent.

Bills of Lading will be countersigned by

HOLIDAY, WISE & CO.,
Agents.

Hongkong, 23rd July, 1897. [1700]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"KAISER-LIND."

FROM BOMBAY, COLOMBO,
AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where such consignments will be received on board by mark and value to be obtained as soon as the goods are landed.

This vessel brings on Cargo—
From London, ex. as Massilia.
From Calcutta ex. as Massilia.

From Persian Gulf, ex. as Pemba, Aspera, and Mobile.

Optional goods will be landed here unless instructions are given to the contrary before 4 p.m. TO-DAY.

Goods not cleared by the 30th inst. at 4 p.m. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognized.

H. A. RITCHIE,
Superintendent.

Hongkong, 24th July, 1897. [1700]

TO CONSIGNEES OF OPTIONAL CARGO, EX. O. S. C. S. S. "PROMTHEUS."

FROM LIVERPOOL.

SHIPPING Orders will be despatched from the Underwriters' office after the 20th inst. for shipment per steamer "NESTOR".

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 27th July, 1897. [1663]

NOTICE TO CONSIGNEES.

FROM LONDON, MIDDLESBROUGH,
ANTWERP, AND SINGAPORE.

THE Company's Steamship

"WAKASA MARU."

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Kowloon, whence delivery may be made.

No claim will be admitted after the Goods have left the Godowns and all claims must be sent in to the office of the undersigned before NOON on MONDAY, the 2nd August, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, the 2nd August, at 3 p.m. No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 2nd August, will be subject to rent.

Optional cargo will be forwarded unless notice to the contrary be given before NOON, TO-DAY.

Bills of Lading will be countersigned by

NIPPON YUSEN KAISHA.

Hongkong, 26th July, 1897. [1700]

NOTICE TO CONSIGNEES.

THE above-named steamer having arrived.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods, with the exception of Oiyan, Treasures, and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be made.

Optional cargo will go to Shanghai unless notice to the contrary be given before NOON, TO-DAY.

Bills of Lading will be countersigned by

MELCHERS & CO.,
Agents.

Hongkong, 27th July, 1897. [1700]

NOTICE TO CONSIGNEES.

THE CHINA MUTUAL STEAM NAVIGATION CO., LIMITED.

NOTICE TO CONSIGNEES.

FROM NEWPORT, GLASGOW, LIVERPOOL, AND SINGAPORE.

THE Company's Steamship

"PINSUEY."

having arrived from the above ports, Consignees of cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Kowloon, whence delivery may be made.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 31st July, at 3 p.m. No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 31st July, will be subject to rent.

Optional cargo will be forwarded unless notice to the contrary be given before NOON, TO-DAY.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

HOLIDAY, WISE & CO.,
Agents.

Hongkong, 27th July, 1897. [1700]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"PESHAWAR."

FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where such consignments will be received on board by mark and value to be obtained as soon as the goods are landed.

Goods not cleared by the 20th inst. at 4 p.m. will be subject to rent.

Optional cargo will be forwarded unless notice to the contrary be given before NOON, TO-DAY.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 31st August will be subject to rent.

Optional cargo will be forwarded unless notice to the contrary be given before 3 p.m. TO-DAY.

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